

## REMARKS

Claims 1-46 are in the application. Claims 1-6, 20, and 21 stand rejected under 35 U.S.C. §103(a) as being unpatentable over U.S. Publication to *Wessman* '616 in view of *Ritz et al* (6,588,858).

The Examiner states that *Wessman* discloses a steering control device including a steering transmitting device and a sensor 5 “arranged to detect at least one parameter relating to a condition of the steering actuator and generate a signal indicative of the condition.” The Examiner continues with the statement that *Wessman* also discloses a method to reduce turning radius of the vehicle by braking. The Examiner admits that *Wessman* lacks any specific terminology relating to brake-steering. For this, the Examiner turns to *Ritz* which, it is asserted, provides “a better explanation of ... [what] ... [is in fact occurring in *Wessman*].” The Examiner summarizes with the assertion that it would have been obvious to apply teachings of *Ritz* to those of *Wessman* for safety considerations when the vehicle corners, when the vehicle is in the state of vehicle stability control. Applicants respectfully traverse this rejection and request that of each Claims 1-6, 20, and 21 be reconsidered in view of these remarks and pass to issue over the Examiner’s rejection.

Claims 1 and 20 recite a method and system for determining that a vehicle is in a U-turn in response to the steering wheel characteristic. The U-turn determination is followed by generating a U-turn signal in response to the determination. Brake-steer is applied in response to the U-turn signal. The U-turn is, of course, a specific type of turn.

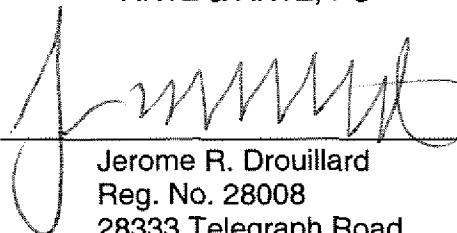
Applicants have reviewed *Wessman* and *Ritz* and neither of these references, whether taken singly, or in combination with each other, either teach or suggest Applicants’ claimed invention because neither *Wessman* nor *Ritz* contain any teaching or suggestion that it should be determined whether the vehicle is in a U-turn. Because a U-turn is not identified by *Wessman* or *Ritz*, a critical element of Applicants’ invention is missing. As a result, the combination proffered by the Examiner cannot comprise a colorable basis for rejection of Applicants’ Claims 1-6, 20, and 21, and each of these claims should be passed to issue over the Examiner’s rejection. Such action is earnestly solicited.

Claims 7-19, 22-46 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Wessman* in view of *Ritz* in further view of *Yamawaki* or *Nishizaki* or *Shimura* or U.S. Publication to *Zheng* or *Harara* or the U.S. Publication to *Recker et al*. Applicants respectfully traverse this rejection and request that each of Claims 7-19 and 22-46 be reconsidered in view of these remarks and passed to issue over the Examiner’s rejection.

Each of Claims 7-19, 22-46 depends from one of the independent claims previously discussed; in other words, Claims 1 or 20. Neither *Yamawaki*, *Nishizaki*, *Shinmura*, *Zheng*, *Harara* or *Recker* teach or suggest anything regarding determining whether a vehicle is in a U-turn and applying brake-steer accordingly. As a result, each of Claims 7-19 and 22-46 are allowable over the Examiner's rejection and should be passed to issue. Such action is earnestly solicited.

Respectfully submitted,

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